
UPWP

1 message

Bari Klein -MDH-

Thu, Mar 11, 2021 at 3:51 PM

To: comments@baltometro.org

I am writing in support of *Controlling speeds and de-prioritizing vehicular throughput for safer mobility for all users of the roadway network – pedestrians, cyclists, freight, as well as passenger vehicles in the Regional Traffic Impact Study Guidelines: Phase 2*. As roadway development continues to solely prioritize vehicular traffic, it leaves little to no safe space for other road users. With rising rates of obesity and chronic disease related to sedentary lifestyles, creating a community in which residents are unable to safely move around through any other means other than vehicular transportation only exacerbated the problem. Lower traffic volumes during Covid 19 saw an increase in pedestrian and bicycle road use. The desire for alternative means of transportation, in particular in rural counties such as Harford, is there, but the existing infrastructure does not support it.

In addition, I would also like to support the proposed *U.S. 40 LAND USE AND TRANSPORTATION STUDY* that will traverse Harford County. Route 40 is ironically one of the only designated Bike Routes in Harford County, but, as the UPWP so accurately pointed out, it is far from cycle friendly, and it is rare for even confident cyclists to travel that route. Developing *separate bicycle facilities from vehicular traffic on U.S. 40, and developing a concept for a cohesive facility that serves both bicycle and walking modes of travel* provides a safe means of non-vehicular transportation along a roadway that transects some of the neediest neighborhoods in the county. This addresses equity issues of access to jobs and services, as many low-income individuals struggle to own and maintain vehicles. As Route 40 is currently being developed as a tech corridor with increased job opportunities, and many warehouses/distribution centers have been constructed in Aberdeen and on the Perryman Peninsula, it is imperative that there is multimodal access to these jobs, especially since local public transportation options are limited. Finally, increased safe bike/ped facilities along Route 40 will also allow for increased opportunity for people to enjoy one of the greatest assets of Harford County, the Chesapeake Bay. It will connect the Aberdeen train station to the surrounding communities benefiting both travelers and locals, as well as provide linkages to area amenities such as the City of Havre de Grace, the proposed Science Center at Waters Edge, and the Anita Leight Environmental Center.

Bari Klein

Executive Director

Healthy Harford, Inc.

520 Upper Chesapeake Drive

Klein Ambulatory Care Center, Suite 405

Bel Air, MD 21014

443.640.7699 (cell # as I am working remotely)

www.healthyharford.org

If you have a mental health or addiction concern, please call **1.800.NEXT.STEP** to reach the Klein Family Harford Crisis Center, open 24/7, 802 Baltimore Pike, Bel Air, MD (near the Harford Mall).



City of Havre de Grace

711 PENNINGTON AVENUE, HAVRE DE GRACE, MARYLAND 21078
WWW.HAVREDEGRACEMD.COM

410- 939-1800
410- 575-7043

March 10, 2021

Baltimore Regional Transportation Board
c/o Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230-4767

Dear Members of the Baltimore Regional Transportation Board:

Thank you for including the US 40 Land Use and Transportation Study in the draft Unified Planning Work Program (UPWP) FY 2022-2023 (Appendix B – Focus Areas, pp. 105 and 106). The goal of this project is to reimagine US 40 as a corridor that supports mixed-used development with transit and bike improvements, potentially spanning multiple jurisdictions. US 40 in this region is located between busy I-95 and the Northeast Corridor for Amtrak and the MARC/Penn Line, with designated transit-oriented development hubs. Full access for commercial properties, employment centers, and connecting local roads make US 40 a highly interactive place with great potential for new development in communities along the corridor while at the same time providing safe non-motorized transportation options.

This study builds on corridor planning concepts developed in the Baltimore Regional Plan for Sustainable Development (2015) and the Regional Transit Plan (2020), both recent Baltimore Metropolitan Council (BMC) projects that identify corridors for optimizing development and redevelopment based around multimodal transportation. Built in the late 1930's as a dual highway with a generous right-of-way, US 40 is identified as part of the MDOT SHA Bike Spine Network from Cecil County, through Harford and Baltimore Counties, and into Baltimore City. This study offers an excellent opportunity to take the long-view of how US 40 can have a greater value as a multimodal transportation corridor with safe bikeway options, serving the communities along it.

Thank you so much for your consideration of this project and many thanks to BMC staff for their support.

Sincerely,

Dianne Klair, Planner
City of Havre de Grace

Carroll County connectivity

2 messages

David Highfield

Thu, Feb 11, 2021 at 12:18 PM

To: Monica Haines Benkhedda <comments@baltometro.org>

Monica,

I would like to see some form of mass transit connecting Carroll County with Baltimore City - Camden Yards, Penn Station, BWI Rail Station and airport. Extending Metro on 795 to Finksburg, MD would be a beginning.

David Highfield

Westminster

March 10, 2021

Re: Comments Baltimore Region FY 2022-2023 UPWP for Transportation Planning

Dear Baltimore Metropolitan Council's Baltimore Regional Transportation Board,

The Greater Washington Partnership is a civic alliance of the region's leading employers and entrepreneurs committed to making the Capital Region—from Baltimore to Richmond—one of the world's best places to live, work, and build a business. We look forward to continuing to partner with the Baltimore Metropolitan Council (BMC) to advance shared priorities around transit-oriented development, expansion of the regional trail network, and bus and transit prioritization; solutions the Partnership advocated for in our [Blueprint for Regional Mobility](#).

The Partnership offers the following comments for BMC to consider as the Baltimore Regional Transportation Board finalizes the FY 2023-2023 Unified Planning Work Program (UPWP):

Bicycle and Pedestrian Planning: As part of the bicycle and pedestrian planning program, BMC should expand its Regional Bicycle Facilities map to include planned trail investments and then identify priority gaps and projects, such as the Baltimore Greenway Trails, to create a seamless regional trail network. The Metropolitan Washington Council of Governments, in partnership with the Capital Trails Coalition, has identified and prioritized a network of 900 miles of trail that would provide safe, multimodal access for residents across the Washington metropolitan area, which could serve as a guide for similar efforts in the Baltimore metropolitan area.

Implementation of Regional Transit Plan – Continuation of Corridor Analysis: The current draft of the UPWP does not suggest what the end-product of this effort will be. Working in partnership with the MTA and local jurisdictions, the Partnership believes BMC should suggest the preferred mode for a few or all eleven of the early opportunity corridors identified in the Central Maryland Regional Transit Plan and outline preferred service patterns and levels of service based on the mode.

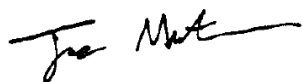
Transportation Issues in Historical Town Centers: The focus of this element is on parking management. While the draft does mention developing strategies to address multimodal access, including transit, we believe that transit access should be a more central component of this work program. Many of Maryland's historical town centers developed around a rail station and could benefit from short-term strategies to increase first/last mile access to today's transit stations as well as long-term strategies to connect/reconnect the street grid network and allow for more mixed-use density near transit stations.

Baltimore Region Transit Governance and Funding Study: The current draft of the UPWP does not identify next steps from BMC's ongoing Transit Governance and Funding Study that will wrap up later this year. We encourage BMC and the project team to identify a next step or action item that can build on the study to further advance the regional conversation about transit governance and funding.



The Greater Washington Partnership would like to thank BRTB Board Chair the Honorable Stephen Wantz, Executive Director Michael Kelly, Director of Transportation Planning Todd Lang, and the entire board for their leadership in advancing transportation priorities that can make Baltimore and the Capital Region one of the best places to live, work, and build a business.

Sincerely,



Joe McAndrew
Vice President, Transportation
Greater Washington Partnership



GREATER WASHINGTON PARTNERSHIP
1200 17th St NW, Suite 550
Washington, DC 20036

greaterwashingtonpartnership.org
202.765.2024
info@greaterwashingtonpartnership.org

Suggestion for UPWP Project

1 message

Jon Korin

Wed, Mar 17, 2021 at 9:28 AM

To: comments@baltometro.org

Cc: Tanya Asman <trasma00@aacounty.org>, Regina Aris <raris@baltometro.org>

Please consider the following for a BMC UPWP project:

Bike/Ped Grant Pursuit and Execution - Study of Past Performance, Best Practices and Improvement Recommendations

Some of our Maryland jurisdictions have struggled to apply for and win bike/ped grants, especially from federal programs such as TAP, RTP, SRTS, BUILD and CMAQ. Others have successfully secured grants but have faced challenges with bureaucratic processes, regulatory compliance, inter-agency coordination and schedule management. This project would do an analysis of past grant application and execution performance, assess performance, identify deficiencies and make recommendations for improving and streamlining the processes and assistance for grant application and execution. A look at best practices in other states or other regions of Maryland should be included. The results will be to make Maryland agencies more effective at securing grants and completing projects so we can bring more federal funding into Maryland and realize the public benefits of completed projects sooner. This is especially important as more federal funding for bike/ped projects is likely to become available under the new administration. There are several federal bills in the works.

This project aligns well with the BMC BPAG goal focused on Grant Performance.

I would be happy to discuss this further if that is helpful.

Thank you,

Jon Korin

Chair, Anne Arundel County Bicycle Advisory Commission

President, **Bicycle Advocates for Annapolis & Anne Arundel County** ("BikeAAA")

A 501c3 non-profit promoting safe cycling for transportation, recreation & fitness

president@bikeaaa.org

www.bikeaaa.org

www.annearundeltrailnetwork.org

www.facebook.com/groups/bikeaaa

www.lifeline100.com for the Oct. 3, 2021 Bicycle Event





March 10, 2021

The Baltimore Regional Transportation Board
Attn: Public Involvement Coordinator
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

RE: Advisory Participant Comments: Baltimore Regional Transportation Board (BTRB) FY 2022-2023 Unified Plan Working Plan (UPWP)

Members of the Baltimore Regional Transportation Board:

Thank you for the opportunity to review and provide comments on BRTB's FY 2022-2023 UPWP and to serve in an advisory role for the U.S. 40 Land Use and Transportation Study.

The Lower Susquehanna Heritage Greenway, Inc. (LSHG) is a non-profit organization that administers a Maryland State Certified Heritage Area. The LSHG was created to serve as a conservation strategy to protect environmentally sensitive areas along Upper Bay by developing 38 miles of continuous public trails to connect Harford and Cecil Counties' three waterfront communities of Havre de Grace, Perryville, and Port Deposit. The purpose of this connection is to create not only physical linkages for enhanced visitation and economic growth but also provide a mechanism to connect the area's cultural and natural offerings. To date, over 23 miles have been completed. Several additional trail segments are currently in the planning and development phases.

COMMENTS

General: In support of regional trail development goals and to further trail development progress, the LSHG would like to work with Baltimore Metropolitan Council, WILMAPCO, and the local jurisdictions to develop a regional Greenway project that could be included in the UPWP at a later date.

Page 102, Jurisdictional Online Transportation Dashboards: Does this look at the impacts on the tourism industry and the supporting hospitality industries?

Page 104, U.S. 40 Land Use and Transportation Study: The LSHG supports the revised language as proposed by Harford County, and we request that this project support and enhance the Washington-Rochambeau Revolutionary Route National Historic Trail initiative within the corridor.

Should you have questions, need additional information, and for future correspondence with the LSHG, please contact me at:

Lower Susquehanna Heritage Greenway, Inc.
4948 Conowingo Road
Darlington, Maryland 21034
410-457-2482
brigitte@upperbaytrails.com

Sincerely,

A handwritten signature in blue ink that reads "Brigitte C. Carty". The signature is written in a cursive, flowing style.

Brigitte C. Carty
Executive Director

cc: Mr. Alex Rawls, Harford County Department of Planning & Zoning

RE: Comments on Unified Planning Work Program for Transportation Planning ([UPWP](#))

Dear Members of the BRTB,

Thank you very much for the opportunity to comment on the updates to the UPWP for FY 2022-23. As a resident of Baltimore City for the past 30 years, I appreciate the work you do and would like to urge you increase the blend of multimodal transportation options in the City of Baltimore. My interest lies in transportation alternatives by bicycle and I know that this represents a mere fraction of the entire budget, although it is very much appreciated; if the Bicycle and Pedestrian Planning Task is budgeted at \$155,000 out of \$9M this represents about 0.01%. The use of bicycles should be promoted for many reasons, primarily physical exercise and health but also as an efficient means to reduce dependency on vehicles with combustion engines. To reduce carbon dioxide is a measurable benefit to society and, as we find ourselves in an EPA “moderate” non-attainment area for the 8- hour ozone standard and a maintenance area for fine particulate matter (PM2.5), a legal requirement. Planning for safe, functional bicycle infrastructure can also be a cost-efficient use of Transportation Trust Fund (TTF) dollars to provide feasible options. Therefore, it should feature more prominently in any performance-based transportation plan to guide the region’s short-term and long-term multimodal investments.

As a specific comment, I ask that the Bicycle and Pedestrian group work more closely with the Environmental Planning group, which has double the budget at \$350K and a stated responsibility “to work with local jurisdictions to explore implementation potential for emission reduction projects.” (p. 87). One example to promote healthy activity is shown by the “Tour Dem Parks, Hon!” annual event, which traverses a sixty (60) mile route around the City through public parks – see the route map [here](#). What about a permanent designated park route that features e-bikes? This could be accompanied by a smart phone app that is able to distinguish healthier routes and guide a cyclist to avoid pollution based on air quality data - see the app [here](#).

E-Bikes can be incentivized by developing an urban electric bicycle rebate program. This has worked for promoting electric lawn mowers in the City, and solar panels throughout the state by the Maryland Energy Administration’s Residential Clean Energy Rebate Program – see the program [here](#). That program is funded by the Strategic Energy Investment Fund which funds initiatives benefiting low-to-moderate income Maryland residents. E-bikes can help those residents get to work or get to the MARC commuter train in order to get to work. E-bikes are not just expensive baubles; they are pragmatic work vehicles too. To see a tried and tested local government model for a \$500 E-bike rebate program, click [here](#).

General comments are:

1. The UPWP needs more specifics: what projects will get done on what timeline? While the BRTB endorsed The Patapsco Regional Greenway Concept Plan, what is the status and timeline to complete it, e.g., the Third Segment –Guinness North toward Baltimore City? I am aware that about 12.3 miles out of the 40 miles are constructed but this work must have a higher profile. Are there any other projects that improve individuals’ access to such essential destinations as hospitals, grocery stores, major job centers, and colleges or universities? These projects are essential as more people during the pandemic exercise outside, travel individually to avoid congested public transit and seek new experiences that promote mental health.

RE: Comments on Unified Planning Work Program for Transportation Planning ([UPWP](#))

2. The UPWP forecasts a seemingly drastic drop in consulting services from 2022 at 3.1M to 2023 at 440K → 86% decrease. What is the impact to the scheduled work and implementation schedule on a per project basis?

3. If funding decreases occur, what will the impact be to Baltimore City and what plans are being made to mitigate the impact? According to the FY 2021 [ADDENDUM](#) 1) Baltimore's public transportation system has not kept pace with repair and service needs as identified in the recent MDOT MTA Capital Needs Assessment, and, 2) Baltimore's transportation system is governed and operated by MDOT MTA, not locally administered or authorized in full. Yet Baltimore must score relatively high in such things as corridor assessments compared to other jurisdictions when number of residents, percentage of minority population, low-income population, percentage of zero car ownership, percentage of seniors and disabled, etc. are considered. Therefore, I would urge emphasis in the UPWP to distinguish Baltimore City and make specific planning goals and contingencies accordingly.

In closing, again, thank you for your attention to these important planning efforts. In my view, it is essential to support planning and coordination to support transit-oriented development and smart growth coordination in 2022-23. I urge you to create seamless intermodal and intersystem connections. Besides promoting alternatives to driving, these kinds of activities directly support efforts to address Environmental Justice concerns identified in the regional long-range transportation plan.

Paul Emmart